


ember, 1859.  
**ENDEMER**  
 arrived at this  
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 ald River at  
 ordance with  
 eember.

1839.—**BRIDGE**  
**RN ROAD.**—  
 until noon of  
 from persons  
 of a **BRIDGE**  
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 any's Office,  
 1839.

will be received  
N. Y., the 11th  
ties of coal as  
February, 1860,  
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"Tender for  
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Case during  
Mayor and two  
at the Town  
between the  
e of inspect-  
es for those  
own Clerk.  
Clerk's Office,  
January, 1860)  
D. CARS -

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two Aldermen  
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wa Clerk. 

HOUSE and  
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Department  
chairman.

CHHOUSE,  
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for Erection

Quarrymen  
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and two arches  
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and others,—  
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the town, and  
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"Tender for  
ber, Wollon-  
stant.  
application to

Chairman, on 10, specifying bonds.

**MENT.—TO  
FENCE-IN** a  
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any tender.

Crown-street,  
ye TERRIBLE  
hind-quarters  
-taken to 20,  
Marriage DOG,  
to the name  
their possession  
ROTES. 117.

**Terrier DOG,  
E. SLOPER,**

es height, age  
born at sea in  
r, Sydney.

**STON'S New**  
**new OPEN.**  
**es of the art.**  
**al Gallery of**

**PORTRAITS,**  
**at lower prices**  
**SKERING and**  
**will. Portraits**

agreements have been made for an extra TO-MORROW the conveyance.

1.  $\frac{1}{2}$  2.  $\frac{1}{3}$  3.  $\frac{1}{4}$  4.  $\frac{1}{5}$  5.  $\frac{1}{6}$  6.  $\frac{1}{7}$  7.  $\frac{1}{8}$  8.  $\frac{1}{9}$  9.  $\frac{1}{10}$  10.  $\frac{1}{11}$  11.  $\frac{1}{12}$  12.  $\frac{1}{13}$  13.  $\frac{1}{14}$  14.  $\frac{1}{15}$  15.  $\frac{1}{16}$  16.  $\frac{1}{17}$  17.  $\frac{1}{18}$  18.  $\frac{1}{19}$  19.  $\frac{1}{20}$  20.  $\frac{1}{21}$  21.  $\frac{1}{22}$  22.  $\frac{1}{23}$  23.  $\frac{1}{24}$  24.  $\frac{1}{25}$  25.  $\frac{1}{26}$  26.  $\frac{1}{27}$  27.  $\frac{1}{28}$  28.  $\frac{1}{29}$  29.  $\frac{1}{30}$  30.  $\frac{1}{31}$  31.  $\frac{1}{32}$  32.  $\frac{1}{33}$  33.  $\frac{1}{34}$  34.  $\frac{1}{35}$  35.  $\frac{1}{36}$  36.  $\frac{1}{37}$  37.  $\frac{1}{38}$  38.  $\frac{1}{39}$  39.  $\frac{1}{40}$  40.  $\frac{1}{41}$  41.  $\frac{1}{42}$  42.  $\frac{1}{43}$  43.  $\frac{1}{44}$  44.  $\frac{1}{45}$  45.  $\frac{1}{46}$  46.  $\frac{1}{47}$  47.  $\frac{1}{48}$  48.  $\frac{1}{49}$  49.  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**A VISIT TO HARNETT'S FALLS, MOSSMAN'S BAY, NORTH SHORE.**  
The inhabitants of Sydney will be surprised to hear that within two miles from Woolloomooloo Bay, across the harbour, are to be found cascades of unrivalled beauty, one hundred feet high, as broad as a small river, and hitherto unknown to any but the owner of the land and a few stray visitors, but there accidentally as I was, when out for a sail in my yacht the Australian, built by himself after his own original design, without keel, sharp at both ends alike, as a wedge, and destined, when once in proper trim, to deck his festive board with many a graceful silver trophy of her unequalled speed and his own nautical superiority, which even without such a test, is undisputed on the waters of Port Jackson. But this is a digression, and now to the Cascades.

The entrance to Mossman's Bay, between Karibilli Point and Bradley's Head, directly opposite to Carthage, is extremely bold and picturesque, the guns on each battery I should suppose being intended more for ornament than defence, as Captain Loring has well pointed out the means of defending Sydney must be by keeping an enemy outside of the Heads, as he advises, and also proves that a frigate's broadside would sweep away any of our forts, gunners and all, without much injury to herself, to say nothing of strong crews landing at each fort, taking it in the rear, overcoming the isolated, unprotected gunners, and turning the guns against the town. On the right, perched up like an eagle's nest in the crags of Athol, the marine villa of that name, "Athol," the seat of Richard Underwood, Esq., than which a more pleasantly situated, more convenient, and elegant marine residence could not be found. It is a perfect *res in urbe*, and when partaking for a few hours of his well known hospitality, we have found work for the gun, the naturalist, and the florist, having fallen in with quail, snipe, lowries, enormous snakes, and a profusion of waratahs, the queen of Australian flowers, as large as sunflowers, and springing from solitary rocks in such quantities that we were tired of gathering them.

The motto of the marines will do for Athol, "*Per mare per terras*." It is to be reached in a quarter of an hour from Potts Point, and in an hour from the wharf, crossing in the steam ferry at Billy Blue's Point, and riding five miles through a perfect fairy land of flowers, and verdure, rocks, and caverns, including a close view of Middle Harbour and the bold shores of Port Jackson leading to it, with a road equalled in goodness by none in Sydney; this is also the overland route to Manly Beach, which should be accomplished by every lover of fine and unfrequented scenery.

Mossman's Bay from the entrance appears like an oblong square, about half a mile to its head, with thickly wooded sides and deep water throughout. Rocks studded with countless oysters are the attraction to the hungry pickers who have left the traces of their incursions by relics of ancient sardine tins, pale ale bottles, and Henfrey's soda water, in any quantities.

Landing at the head of the bay on the right-hand side, are several large deserted buildings, formerly belonging to a whaling establishment, of which traces of heavy land and machinery for heaving down whalers alongside and repairing them are still visible.

A new life is now being infused into this secluded spot by its spirited owner, Richard Harnett, Esq., from whom "the Falls" we are about to describe take their name. He has newly finished a large house and a row of cottages; has dammed up the head of the bay, made an excellent road inland leading towards the main road at North Shore, cleared much of the ground, and, before long, we should not be surprised to find a second Manly around it to offer fresh attractions to the citizens of Sydney, without the nauseous process of crossing the Heads, but with all the other advantages of a suburban marine residence, easy of access in all weathers, and only two miles distant from Middle Harbour, which is at present to most people a *terra incognita*, or a sort of *discovered* *terra incognita*, but not long destined to such solitude, when Mossman's Bay will be thrown open to public usefulness.

Following the road inland for a quarter of a mile, amidst the chirping of birds of varied plumage and endless variety, we were sometimes startled by the rushing amongst the greenwood of large guanas, several feet in length, which called to our mind, in shape only, the celebrated Rockhampton alligators, recently exhibited in Sydney; the hissing of a stray snake would vary the scenery, and butterflies in gorgeous attire surrounded by all the smaller fry of the insect world, reminded one more of the forests of South America, where nature is said to excel in the picture of wild organic life. Suddenly the rushing of impetuous waters enlivened the ear, and a cold, crystalline streamlet, meandering through a bower of emerald foliage pilots the way to Harnett's Falls, and suddenly we emerged into a delicious cool grotto, surrounded into which the foaming torrent precipitates itself over a broad range of rocks fifty feet high, overlapping each other almost like a staircase, and presenting all sorts of fantastic shapes, worn so from the perpetual action of the water on their substance: the ascent by the side of this fall to the summit being performed, we found a second fall of about twenty feet, not vertical as the first, but so mixed up with trees, rocks, and flowers, with water intermingling with all, that it offers a pleasing contrast to the first and last fall, which, being another perpendicular leap of thirty feet in a direct line, completes the entire height of these magnificent cascades, in all about 100 feet by about thirty broad, which to be seen to advantage must be visited the day after heavy rains have swollen the waters to an unusual extent, and caused the Cascades to assume their real proportions, and be seen in all their grandeur and reality.

The *cap d'ail* from the extreme summit of the Cascades, where we stood on flat rocks as even as pavement and looked right over into the foaming cauldron below, surrounded with trees, creepers, native flowers (of which we counted twenty distinct varieties), the view almost shut out from everything except the falls below our feet—render this spot one of the most picturesque and romantic not only around Sydney, but, perhaps, unequalled in its peculiar features in the colony.

The Willoughby Falls I described last year are far inferior in every respect; and to the lovers of nature and rugged scenery, or even to the dullest apathetic intellect, no one can return without a sense of wonder and delight from a visit to Harnett's Falls, at Mossman's Bay, North Shore.

**BRANDWELL MILL PRICES.**—Flour, first quality, 22s per ton; second, 22s; bran, 2s per bushel; wheat, 10s 9d to 10s 10d, according to quality. Good old barley, 10s per cwt.; ditto, new prime, 10s 12d per cwt.; prime maize, 9s; cracked ditto, 9s.

Mr. William Davis was, on Friday, sworn in before the police magistrate, of Goulburn, in pursuance of a writ of *habere possessionem*.

**COUNTRY NEWS.**  
SYDNEY MAIL.—On Wednesday night the mail from Sydney was delayed at Bargo River for several hours till daylight, but this time it had run down country considerably. The mail started from Bargo at 10 o'clock, and arrived in Goulburn at 10 o'clock on Thursday evening.

**MYSTERIOUS DISAPPEARANCE.**—There has been some degree of excitement caused in Goulburn during the last few days, by the disappearance of a young man, named Smith, residing in Clifford-street. It appears that he left here on horseback, on Thursday morning, with a large sum of money, about £270, in his pocket, and was seen by a person on the road, who was highly excited, and was very much alarmed, before he set out, about crossing the river, which was highly flooded. On the same day, it seems, his horse was found by a person not far from the bridge was also found, with only the saddle and bridle, and no traces of the rider. The person who found the horse did not, however, give information to the police till two or three days later. We are informed that the money in Smith's possession was strapped on to the saddle in front of him, but it was not there when the horse was found. Active search has since been made in all directions, and on Friday, the chief constable sent a party of the constabulary force, with a boat and oars, to the river, under the supposition that Smith might have been drowned in crossing; but up to the hour of publication there had been no success. The occurrence, combined with the fact of Smith having so large a sum of money with him, has given rise to a large number of conjectures as to his fate. *Goulburn Herald.*

**CHICKEN-POUNCE.**—On Thursday evening, a match was in progress between the Goulburn and Queensland teams, to take place at Goulburn and Queensland, on the 20th instant, anniversary day. The preliminaries are all well arranged, but the Goulburn players are practicing good elevation of the event. We can muster a pretty good elevation here now, and when the University gentlemen next feel inclined for a holiday, we recommend them to come this way. *Chronicle.*

**THE ABERCROMBIE RIVER DRAGON.**—On Friday we inspected a very interesting specimen of fine gold, brought from these diggings by Mr. McGowan, who is weighing quite forty ounces. It appears that this is the produce of a new sinking, on Piesley's Flat, which is proved to be highly remunerative, and is affording employment to a large number of men. The Mongolian element strongly prevails in this locality, and nearly two thousand of the copper-faces are busily and profitably employed in various directions on the river. *Goulburn Herald.*

**ACCIDENT.**—On Thursday last, a son of Mr. Tom of Bathurst, sustained a fearful injury from the kick of a horse which was driving. It appears that the youth was walking behind a cart, which was being driven by a man named Dr. Macfarlane, who was carrying a large quantity of goods. The horse, which was a white horse, was very much excited, and the boy, who was about 15 years of age, was thrown from the cart, and sustained a severe injury to his head. The boy is now in a dangerous condition, and it is hoped that he will recover. *Goulburn Herald.*

**THE WEATHER AND RIVER.**—The season has been better than any we remember for years. As a consequence the roads are much worse than in summer. The Sydney road in particular, is described as being in a very bad condition. A deal of this is said to arise from the stagnation of the water, which has been employed to go about the so-called repairs. Trenches are dug along each side of the track, and the water is cast on the road, and is of course very much in the way. At the time of writing it is reported to be in a very bad condition, and it is hoped that it will be better when the water is cleared away. *Goulburn Herald.*

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**AND RIDING ABOUT NEGOTIATING MATTERS FOR THEIR OWN BRETHREN.** A number of despatch riders, averaging from six to six and a half miles a day, and the cost of action a steep sliding bank in Rocky Bridge, the terminus of the Celestials. For five miles further you can ride along constantly seeing some scattered huts, and every now and then you see John sitting on his cradle, on a stone, singing a boat or love song, which sounds very much, to the ear of a European, like the noise that is produced by drawing a wheel over a board. You reach Wilkes Flat, which is purchased land—two more stores and butchers' shops—all for John. You proceed; three miles further you find







## SHIPPING.

**ARRIVALS—JANUARY 9.**  
John Wesley, brig, 30 tons, Captain Birtwhistle, from Newcastle.  
Herald, brig, 30 tons, Captain Birtwhistle, from Newcastle.  
Herald, brig, 30 tons, Captain Birtwhistle, from Newcastle.  
Herald, brig, 30 tons, Captain Birtwhistle, from Newcastle.

**DEPARTURES—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
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Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.

**PROPOSED DEPARTURES—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.

**CLEARANCES—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.

**COASTERS INWARDS—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
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**COASTERS OUTWARDS—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
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**IMPORTS—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
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**EXPORTS—JANUARY 9.**  
Herald, brig, 30 tons, Captain Birtwhistle, to Newcastle.  
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**SHIPMENTS—JANUARY 9.**  
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## DIARY.

DATE	WIND	WAVE	REMARKS
Jan. 9.	S.W. 4 to 5.	Small.	Moderate, and cloudy.
Jan. 10.	S.W. 4 to 5.	Small.	Moderate, and cloudy.

**TO CORRESPONDENTS.**  
We notice that some of our correspondents have been misled by the name and address of the writer; not necessarily by publication, but as a guarantee of his good faith.

**The Sydney Morning Herald.**  
TUESDAY, JANUARY 10, 1860.

It is useless for our correspondents to ask us for a precise explanation of the Government notice on the subject of pensions. Another commentary would only further involve the text in mystery. We must wait until the Legislature shall again assemble, when the whole subject will no doubt be illuminated. We are informed that officers of the Government would have no retrospective effect as regarded the officers of certain years' standing, who, although they had received no official promise or guarantee as to retiring pensions or allowances, fully relied on the tacit understanding between themselves and the Government. This is clear and satisfactory, but then the *Gazette* does not imply so much; and this has been the subject of further correspondence. Mr. Forster has, however, declined explaining the terms of the *Gazette*, which must remain in their enigmatical and incomprehensible shape for the amusement of those concerned. If we are asked what is our opinion, we have to reply that Mr. Forster seems to be in a dilemma between theory and facts; between his speeches as a debater and his duties as a Minister; between the hallucination of a patriot, and the clearer views which have addressed themselves through the medium of office partly to the understanding and partly to the heart. We have no question that he is a very honest fellow, and that some day or other he will stumble into the right position.

This question is, however, one of great consequence. In looking at the statistics of Mr. ROLLSTON, we find some thousands of persons in the civil service of the Government. It is really amazing that so many hands should be necessary to carry on the machinery of the State, and this exclusive of local functionaries without number now in existence, or panting for life under the new municipal law. Were every man in the employ of the Government put into uniform how gay and sparkling would be our streets, and at how little expense might we acquire the air of a military people.

Considering the great number in the employment of the State, we have no doubt that many are turning their attention to it as a future resource for themselves or their sons. We are not sure that in the present state of things the public service is just what an intelligent *nurse* would invoke for her juvenile charge. In the higher stations men hold their offices under a legislative surveillance which is carrying, incessant, and severe. Everybody who has a claim, whether on some unfortunate officer on whom to inflict punishment. There is not a chimney-sweep but feels like the sooty youth immortalised by *Punch*, who reproaches the Life-Guardsman for coming athwart him with "Don't I pay you?" Every blackguard in the street, in virtue of his quid, deems himself entitled to squirt his choicest opprobrium upon the heads of Government swells. There are many who have grown up under the impression that Government is an institution to persecute the mass of the people and to prevent the poor from becoming suddenly rich.

Not is the position of those whose subordinate much more agreeable. There are some men in high stations who look with generous sympathy on the junior members of the service—who protect them from false accusation and unjust reproach. But others are of a different mould. They snub the next in succession, and thus it goes on through every inferior gradation. The new man is not returned, but delivered onward. Woe to the secondary officer who dares to suggest improvement or who would throw any appearance of real into the public service. His conduct is a reproach to those around him, and it is strange if he long remain in office without learning that his wisest plan is to stand rank and file; never to see anything which his official eyes are not called to see, and never to do one stroke more than is requisite by the regulations. DE QUINCY tells a humorous story of his disgrace during his boyhood with some of the elders of the school on account of the superiority of his Latin verses, and of the threats with which he was commanded to "do worse." No doubt this spirit prevails everywhere, but the official bureau is its native home.

There is upon the mind of many officers a continual dread. They have few friends to support them. The scramble for place is so ardent that they always are sensible that their tenure is insecure. It is easy for a malicious Minister to find a quarrel against the most deserving public servant. There are times when temper will give way; there are times when even the most vigilant may be caught napping. There are times when the weight of duties may be made so heavy as to crush the strongest resolution, and exhaust the highest power of endurance. In the course of a long colonial experience we have met with too many instances where this wearing process has created a state of chronic distress. The enjoyment of life has been almost extinguished by the perpetual dread of some act of violence or contempt. Those who come into power are of course anxious to benefit their friends. Any decent pretext is sufficient to pass over the most experienced and deserving. The same thing, no doubt, happens in common life, but then there is no one to blame—no one in particular to envy. The public servant, however, too often kept in the fever of expectation and disappointed hope. He sees the office for which he waited transferred to another who had no claims save those arising from female relationship or political connections.

If we set forth these aspects of public life, it is only to abate the eagerness with which many persons aspire to the public service. An intelligent, well-educated, energetic youth had better turn to some other pursuit. It is better for him to face the first difficulties of combating for a position in the world than to hold a dependent one with fear and trembling, and to have half his faculties stunted and made worthless by the mere routine of a circumlocution office.

But here the public interest is in opposition to that of private persons. It is desirable for the people that those who manage public affairs should have the very highest qualifications. But to obtain such it is requisite the pay should be at least equivalent to anything that private employment would bestow; and if we have maintained the urgency of some systems of pensions or retiring allowances, it is to elevate the ser-

vice of the country, and to give a higher status to those who engage in it.

A large number of men who entered mercantile establishments at £150 a year are now in the receipt of from one to two thousand pounds, or are made partners in reward for their lengthened service. Those who have best served the country will only find themselves in the way when they are incapable of serving it any longer; and if a pension should be allotted to them, every puppy in the colony will consider that he is entitled to make it a matter of gibes, insult, and threatened confiscation.

**By Electric Telegraph.**

**CONTINUATION OF SALSETTE'S NEWS.**

ARRIVED.  
The Kinnaird, Irish.  
Campbell, Lapwing, Catcank, Kent, Spring, Flamingo, Aurora Australia, Eos, E. E. Althausse, Collingsburg, Castle Howard, Cisey, Dunedin, D. F. Weber, Eagle, Ealing Grove, Edward Oliver, Tigress, Fanny, Fieda, Fitz-james, Gladiolus, Gertrude, Glenmonach, Harrowby, Huguenot, John Machon, John Duncan, Joseph Alonzo, Knico, Lansdowne, Leonidas, Mileus, Marion, Medway, Marco Polo, North Wind, Owen Glendower, Omar Pasha, Pioneer, Pharamont, Prince of Wales, Queen of England, Revenue, Royal Bride, Ravensdale, Cygnet, Saint Magnus, Seringapalam, Star of Peace, Sarah Annie, Southampton, Violet, White Star, White Jacket, William Carvill, Admiral Pring, Adalbert, Lord Burleigh.

The following is the list of passengers on board the Royal Charter, which sailed from Melbourne on the 26th of August last. Saloon—Mr. and Mrs. Edwin Fowler, Miss Fowler two children and servant, Mr. and Mrs. James Murray, Miss and Master Murray, Mr. and Mrs. Bruce infant and servant, Mr. and Mrs. Jenkins and four Masters Jenkins, Mrs. Tweeddale, Mr. and Mrs. M. W. Pitcher two children and servant, Mr. and Mrs. Grove, Mrs. Nahmer and child (saved), Mr. and Mrs. Gaden (saved), Mr. and Mrs. J. Davis, Miss Davis, Miss S. and Master Davis, Mrs. Fenwick and four children, Mrs. Forster and servant, Captain Withers, Doctor Hatch, Messrs. H. Bethune, Joshua, M. Ervey (saved), Rev. Charles Haidge, F. T. Hatton, Robert Jenkins, Mellor, Welch, Molleux, Walter Davis, Ruffell, G. Watson, Walter Vargue, Henry Taylor (saved), Gundry (saved), R. F. M. George, senior, W. H. Morse (saved), Beamer, junior, Second cabin: Elizabeth Ward, Mr. Portray, Mr. and Mrs. Dodd and family, Mr. and Mrs. Smith and three children, Solomon Samuel, Mr. R. Rose, Mr. and Mrs. Russell and family, Mr. Sansom, C. Pollis, J. Looze (saved), Mr. Barratt and child (saved), L. E. Menon (saved), Mr. Ellen Rigley, Edga Gates, Edward Watson, Miss F. Davis, Mr. Allen (saved) and two children, John Wilks, Samuel Perry, S. E. Gapper (saved), William Holden, Mr. Edoes, Captain Adams, Richard Reid, William Nicholas, William Leshlane, Mrs. Glover, Julia Strike, James Macnab, Edmund Pierce, J. Macready, Mrs. Norman, Frederick Norman and two children, John Griffiths, Wm. Watson, John Mall.

**LONDON COLONIAL WOOL SALES.**  
The colonial wool sales opened on the 10th instant, at a small advance on the prices of last sales, and have further improved a little. Sydney and Victorian of good kinds, including scoured, may be quoted at an advance of 1d. to 1½d.; middling and low qualities, ½d. to 1d.; lambswool in much request.

Cape wools are an important feature in these sales, and are selling at an advance of 1d. on superior sorts, and only ½d. on imperfectly scoured and handwashed if short and tender.

The following are the quantities sold up to the present date:—3499 bales Sydney, 2067 Port Phillip, 895 Tasmania, 763 South Australia, 862 New Zealand, 7502 Cape. Total, 13,595; leaving for sale 7290 bales Sydney, 4831 Port Phillip, 1250 Tasmanian, 93 South Australia, 2466 New Zealand, 12,370 Cape. Total, 28,300.

**LONDON WOOL REPORT.**  
The last series of sales for this year commenced on the tenth November, and the quantities announced for sale consisted of 9073 bales Australian, 4766 bales Port Phillip, 1909 bales Van Diemen's Land, 332 Adelaide, 2897 bales New Zealand, 18,617 bales Cape: total, 37,594 bales.

About a fortnight prior to the opening of the sales the accounts from the North were not so satisfactory a character as might have been anticipated from the large business which was done during the last six months has been done in the districts. Confidence had been shaken in the manner scarcely to be accounted for, and the anticipations generally entertained of a full rise of one penny per pound were not realised.

The advance can only be quoted one penny halfpenny to one penny, the latter in full-bodied wools, while inferior and motley Sydney can only be quoted in favour of the seller. The sales have progressed so far with the same tone and rates as established at the opening; but yesterday buyers talked more freely of their views, and the disquietude they experienced at the present state of feeling in France. So sensitive is our market to any feeling that may deprive us of the support of continental buyers, putting the question of war aside, that a decline would at once be established if our buyers did not anticipate, during the sales, a good competition for foreign account. Stocks in their hands are known to be very low. Although the attendance of foreigners is small they are buying freely.

Our statement of exports for October to the Australian colonies show very heavy shipments to Melbourne and Sydney. To Melbourne and Geelong we have twenty-two clearances, and almost every article is greatly in excess of the previous month.

Soft goods are especially heavy. Brandy is moderate when compared with the same month last year, but both Geneva and rum have been largely shipped.

British spirits are about even with the average of the year.

The Ealing Grove has sailed for Portland Bay with an average cargo.

To Sydney we report 10 vessels sailing—8 from London, 2 from Liverpool.

With the exception of brandy, the export of which is moderate, and British spirits, which do not reach 4000 gallons, the shipments to this port are decidedly in excess of the average.

The Board of Trade has reported on the loss of the *Alma*, and suspended Mr. Davis, the chief officer, for twelve months.

The Irish Government has announced their determination to support the existing National system of education.

The Roman Catholic Bishops are organising a movement against it.

**BY ELECTRIC TELEGRAPH.**

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Sir John Dean Paul and Mr. Strahan have been released from prison.

Mr. Stephenson, the engineer, has been buried with much solemnity in Westminster Abbey.  
Sir George Grey has announced his return to the Government of the Cape of Good Hope.  
A French expedition of 6000 men is to sail for China in the middle of December.  
The Great Eastern is now at Southampton, after a successful trip from Holyhead.

The Salsette left Suez on the 29th of November; Aden, the 5th; and Mauritius, the 15th December; and King George's Sound, the 1st of January.

(From the Home News.)  
The domestic news does not present any very striking features of importance.

Cabinet Councils have been unusually frequent of late. A circumstance from which a variety of auguries are drawn. Parliament has been prorogued till the middle of December.  
There is no longer any doubt that a joint expedition to China is to go forward without delay. We are taking the necessary measures for organizing the requisite force, and the preparations in France are already far advanced. It is also understood, that 8000 troops, to be followed by reinforcements, will be ready to start about the middle of next month.

A banquet was given recently to Lord Derby and the principal members of the late Government, at which China, Italy, and France were barely, and the Mediterranean War lightly, touched upon, while the relative position of the two great powers—the Whigs in and Tories out—occupied nearly the whole attention of one of the largest political assemblies we have recently witnessed.

The little apparent heed that is given to dangers from abroad, may be illustrated by the commencement of the Reform agitation in the North. While all the rest of Europe is thinking about a possible continuous war, and watching the telegraphs from hour to hour with profound interest, we English are philosophically minding our own business at home, and looking after the readjustment of the representation.

The late dreadful weather has furnished a subject of universal anxiety. Our coasts have been swept by fearful hurricanes; and numerous disasters at sea, and close upon shore, have been reported. Amongst these the total wreck, within sight of land, of the Royal Charter, carrying a large amount of gold from Australia, is the most calamitous of which tidings has yet reached us.

The loss of life is estimated at 450 souls. The verdict at the inquest held on this case ascribed the wreck to accidental causes, but the Board of Trade have nevertheless considered it their duty to order an official investigation into the circumstances.

These disasters make us look forward with apprehension to the worst part of the winter, which is yet to come; but every cloud has its silver lining, and the opportunity which these disastrous hurricanes have afforded of testing the capabilities and seamanship of our Channel Fleet may be fairly regarded as the silver lining of the storm. The fleet was under the command of Admiral E. ; the gale caught it about the Land's End, but, instead of seeking shelter, it stood out to sea, and threading through a multitude of fishing smacks, with their trawls drawn, it went eventually into Portland without losing a ship or ropesend, and this in one of the fiercest gales that ever swept the Channel, and in utter darkness. The ships sailed in perfect order, and keeping their relative positions by signal. As a naval exploit of its class, there is nothing finer on record.

The builders' strike may be considered to be at an end; the men, finding a struggle hopeless, have withdrawn the nine hours demand, and terminated the contest on the original grounds, but they still resist the declaration. They are ready to go to work as they have before the strike, but will not sign any pledge for the future. The masters are not likely to relinquish the advantage they have secured; and irresolution may, therefore, to some extent, be looked for in this trade. Workmen in large numbers have been already brought over from the continent.

The objections of the Romanist party in Ireland begin to take a definite shape. The Roman Catholic priesthood, after having made a united resistance to the National System of Education, have now adopted a distinct mode of action for effecting their ultimate object, by entering into a crusade against the Queen's Colleges, and making the granting of a charter for the separate Roman Catholic University a *sine qua non* of such political support as their representatives in Parliament can give to the Government. The question of a separate or mixed education has thus become a question for the hustings, and may, consequently, place in jeopardy the existence of a Cabinet perfectly secure on all other questions.

There is a violent movement also going forward in Ireland for raising levies to help the Pope. As yet it has not advanced beyond newspaper bluster, and is not likely to get much further.

The Great Eastern returned the 25th and 26th of October, was most sharply tested, and had to weather as heavy a gale as has swept into the harbour of Holyhead for years past. On the whole she stood the test well, but at one time it appeared all but certain that she would be completely wrecked. After this occurrence it was determined to bring her round to Southampton. She left Holyhead on November 2nd and arrived at Southampton November 4th. The trip was a very successful one. It was an excellent trial for the ship, and she behaved admirably throughout the passage, not a single rope having given way. She did not put out her power until reaching the Lizard, about noon on the 3rd, when both her engines were at work, and she was under fore and aft canvas. From the Lizard to Portland Bay she averaged a speed of 13½ knots per hour, while in a two hours' run between the Eddystone and the

Start



[illegible]

*Sudown, Manning, Harold, Oller*

[illegible]



**THIS DAY.**

Wines and Spirit Merchants, &c.  
Wholesale, Granddow, Down, and Co's best  
Ales  
ditto Darnell Ales  
Superior Soda Water  
Sarsaparilla  
Wholesale, Granddow, Down, and Co's best  
Ales  
ditto Darnell Ales  
Superior Soda Water  
Sarsaparilla

HRELKELD and CO. have been  
acted to sell by auction, at the City Mart,  
choice of ale, porter, and soda water, as above  
Terms at sale.

A Rare Opportunity.  
Cargo of the American Ship Horeburgh, from  
comprising, 341,000 Feet Superior  
ditto Timber  
Sale, at the City Mart, George-street, on  
Y.M., 10th January, at 11 o'clock prompt, in  
the cargo lies on board, to be delivered at  
any Wharf in the Harbour, as purchaser  
direct.

ad opportunity for securing a Bargain.  
First Lot to be sold by  
Merchants, Speculators, Contractors, Shippers,  
or Dealers, Wharfmasters, and others.

HRELKELD and CO. have received  
uctions from R. D. Merrill, Esq., U.S.  
by auction, at the City Mart, 301, George-  
DAVEY, 10th instant, at 11 o'clock promp-  
tly, as follows:  
Cargo of Oregon timber, and spars, ex Hor-  
Captain F. T. Oakes from Puget Sound in  
be taken along any convenient wharf in  
very superior Oregon deals, 3 x 11, long  
lengths  
very superior Oregon deals, 3 x 9, ditto  
very superior Oregon deals, 3 x 7, ditto  
**DECK PLANK.**  
best deck planks, 2 x 12, long lengths  
ditto ditto ditto, 2 x 11, ditto  
ditto ditto ditto, 2 x 10, ditto  
**QUANTERING AND JOISTS,**  
17 - 2,274 feet  
17 - 688 feet  
**HEAVY TIMBER.**  
superior timber, 4 x 9, 4 x 11, 4 x 13, long lengths  
ditto ditto, 8 x 8 ditto  
ditto ditto, 8 x 9 ditto  
ditto ditto, 10 x 10 ditto  
ditto ditto, 11 x 11 ditto  
ditto ditto, 12 x 12 ditto  
ditto ditto, 14 x 14 ditto  
ditto ditto, 12 x 12 ditto  
ditto ditto, 16 x 16 ditto  
**SPARS.**  
ships' spars, from 15 to 25 inches diameter.  
cargo will be sold in one lot, and the pur-  
er has privilege of landing on any wharf  
for discharging.  
Terms at sale.

**THIS DAY.**  
Martelli's Whisky.

HRELKELD and CO. will sell by  
uction, at the City Mart, at 11 o'clock,  
as Martelli's dark brandy, old vintage.  
Terms at sale.

J. Wines, Spirits, Liquors, Ale, and Porter,  
in prime condition  
Landed, ex Granite City, from London.  
For positive sale  
Martelli's French Brandy, on TUESDAY, 10th  
January, at 11 o'clock.  
Spirit Merchants, Hotel Keepers, Country  
ers, Shippers, Speculators, and others.  
Martelli's French Dark Brandy,  
Superior Old Cognac, in case  
Generals, J. D. K.Z. and Key  
Irish Whiskey  
Claret, Cherry and Port Wine  
Burlon's Draught Ale  
Bottled Ale and Porter  
Liquors, &c., &c.

HRELKELD and CO. have re-  
d instructions from the importers to sell  
at the City Mart, George-street, THURSDAY  
1st January, at 11 o'clock.  
shipment of choice wines, spirits, ale, and

**SPIRITS.**  
heads Martelli's dark brandy, old vintage  
ditto pale ditto, ditto  
ditto dark French ditto  
British brandy  
pale genuine French brandy  
Cognac Company ditto  
Grand Ice and Co's ditto  
Vine cognac  
Guillemet and Co.  
best Irish whiskey  
key brand Geneva  
cases ditto ditto  
heads W. I. rum, strong proof  
ditto dark Martinis ditto  
**WINES.**  
heads superior old port wine  
Porter-casks ditto  
vices ditto ditto  
Porter-casks rich pale Amontillado sherry  
ditto superior sherry  
quadrigle diamond rich old port wine  
St. Etienne claret  
St. Julian ditto  
best champagne  
light sherry.

**BEEER.**  
each 4 casks. Gandy, Down, and Co's best  
main India ale  
each 10 dozen. Gandy, Down, and Co's Darnell ale  
each 10 dozen Schrepper's soda water  
ex Harrold's ale  
Porter  
each 6 dozen, plants Beer ale  
each 6 dozen quarts ditto ditto  
each 6 dozen stout jars  
plants ditto ditto.

Terms at sale.

Richmond Cider.  
Duguid's Wharf, Miller's Point.

TUESDAY, 10th January, 1860.

HRELKELD and CO. have been  
acted to sell by auction, on Duguid's  
Miller's Point, THIS DAY, at half-past 7  
o'clock.

superior Richmond cider.  
Terms at sale.

Foster's (1) Handle Squares,  
account of whom it may concern,  
Ex Helen Wallace, from Liverpool.  
Damaged by Sea Water.

THURSDAY, 13th instant.

HRELKELD and CO. will sell by  
uction, at the City Mart, at 11 o'clock,  
R.V. & Co.  
an Foster's pipes, damaged by sea water  
12 dozen, much 6 4-12 dozen, slightly  
12 dozen, much 9 3-12 ditto, ditto  
12 dozen, much 7 10-12 ditto, ditto  
Pipes, each set.

Ewbank's Patent Falls.  
account of whom it may concern.  
Ex Granite City, from London.  
Damaged by Sea Water.

HRELKELD and CO. will sell by  
uction, at the City Mart, on THURSDAY,  
at 11 o'clock,  
11 diamonds.  
Ewbank's patent nails, damaged by sea  
water.  
Terms, cash.

100 feet of Richmnd River Cedar.  
Ex Black Diamond.  
Merchants, Builders, Cedar Buyers, Cot-  
tractors and others.

HRELKELD and CO. have received  
uctions to sell by auction, on Shoobert's  
street, on WEDNESDAY next, the 11th  
instant, at 1 o'clock,  
first past 2 o'clock,  
first past 2 o'clock, Richmond River cedar.  
Ex Black Diamond.  
Terms at sale.

Preliminary.  
Ship Charters, Ewbank's Nails, Paint  
D Handle Shores, Canoes, &c., &c.  
Live Sale, on THURSDAY, 13th instant  
To close several consignments.

HRELKELD and CO. have re-  
d instructions to sell by auction,  
Mart, George-street, on THURSDAY  
instant, at 11 o'clock,  
all assortment of ironmongery  
patent nails  
ware  
D handled sheaves  
ng 1/2 ft  
ropes  
sheep hawes,  
bars of which will appear in a future issue.







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